DIESEL FULL POWER & QUICK REVERSALS GRADE SHEET (Ver.02)

FULL POWER POINT DEDUCTIONS DIESEL

ABILITY TO DEMONSTRATE FULL POWER	MAX DEDUCTION
Equipment Pre-reqs not met IAW OPNAVINST 9094/PMS/EOSS.	1.0
Full power terminated due to equipment casualties/safety concerns.	.41
Instruments/Gauges not calibrated or out of commission.	.05
Deduction of .01 will be made for every percentage point below the required 100% Full Power (srpm/shp) achieved.	.01 per percentage point below min. SHP/RPM
Any system not operated IAW EOP/design specification.	.25
NON-COMPLIANCE WITH ENGINEERING PROCEDURES AND APPLICABLE SAFETY PRECAUTIONS	.41
DIESEL ENGINES	**MAX DEDUCTION .20**
High jacket water temp alarm (190 degrees)	.05
Blow-in Door opened during demonstration	.05
Any MPDE Alarm	.03
Steady Stream fuel leakoff in SFI.	.02
Excessive Lube Oil leaks per NSTM 262	.01
MPDE Exhaust leaks (depending on severity)	.05
Fuel oil leaks.	.05
REDUCTION GEARS – SHAFTING – CRP	**MAX DEDUCTION .25**
Excessive casing lube oil leakage per NSTM 241.	.02
Vent Fog Precipitator emitting oil vapor.	.02
No indication of oil flow in sight flow indicator.	.05
Unusual Noise/Vibration in Red Gear	.05
Sump levels not within operating range.	.02
Cooling Water Low Flow/Pressure Alarm.	.03
Excessive bearing lube oil leakage per NSTM 244.	.02
Unusual Noise/Vibration in Shafting	.02
Excessive stern tube seal leakage per NSTM 244.	.05
Cooling Water Strainer/Filter high delta P.	.01
Any CRP high filter delta P.	.01
CRP/CPP System oil leaks	.02
Required full ahead pitch not achieved.	.02
Loss of CRP/CPP control	.03
MAIN LUBE OIL SYSTEMS	**MAX DEDUCTION .20**
MRG Lube Oil Sequencing did not operate per design.	.05
Excessive system lube oil leakage per NSTM 262.	.05
Lube Oil Strainer/filter high delta P.	.02
Lube oil Temp Regulating Valve operated manually.	.02
Unloading Valve not operating per design.	.02
Any Lube Oil System Alarm	.02
Lube oil temp not maintained with parameter.	.02
FUEL OIL SYSTEMS	**MAX DEDUCTION .20**
Fuel oil leaks on service pumps in excess of NSTM 503.	.05
High delta P across Filters/Strainers/Coalescers.	.03
Fuel Oil Header Temperature operated out of parameter.	.02
Fuel Oil Header Pressure out of parameter.	.03
Any Fuel Oil System Alarm.	.02
Fuel system leaks	.05
CONTROLS	**MAX DEDUCTION .15**
Excessive torque split between diesel's of the same shaft.	.05
Torque split between GTE's of the same shaft exceeded 6,000 ft lbs.	.05
GTE torque requirements not achieved or exceeded.	.03
Inop /Out of calibration Torsionometer/computer/sensors.	.01
Spurious SCE system faults/alarms.	.01

FULL POWER POINT DEDUCTIONS DIESEL

ABILITY TO DEMONSTRATE QUICK REVERSAL	MAX DEDUCTION
Equipment Pre-reqs not met IAW OPNAVINST 9094/PMS/EOSS.	1.0
Quick reversal terminated due to equipment casualties/safety concerns.	.41
Instruments/Gauges not calibrated or out of commission.	.05
Failure to achieve ≥ 80% Full Power IAW INSURVINST 4730.1E	1.0
Any system not operated IAW EOP/design specification.	.25
NON-COMPLIANCE WITH ENGINEERING PROCEDURES AND APPLICABLE SAFETY PRECAUTIONS	.41
DIESEL ENGINES	**MAX DEDUCTION .20**
High jacket water temp alarm (190 degrees)	.05
Blow-in Door opened during demonstration	.05
Any MPDE Alarm	.03
Steady Stream fuel leakoff in SFI.	.02
Excessive Lube Oil leaks per NSTM 262	.01
MPDE Exhaust leaks (depending on severity)	.05
Fuel oil leaks.	.05
REDUCTION GEARS – SHAFTING – CRP	**MAX DEDUCTION .25**
Excessive casing lube oil leakage per NSTM 241.	.02
Vent Fog Precipitator emitting oil vapor.	.02
No indication of oil flow in sight flow indicator.	.05
Unusual Noise/Vibration in Red Gear	.05
Sump levels not within operating range.	.02
Cooling Water Low Flow/Pressure Alarm.	.03
Excessive bearing lube oil leakage per NSTM 244.	.02
Unusual Noise/Vibration in Shafting	.02
Excessive stern tube seal leakage per NSTM 244.	.05
Cooling Water Strainer/Filter high delta P.	.01
Any CRP high filter delta P.	.01
CRP/CPP System oil leaks	.02
Required full ahead pitch not achieved.	.02
Loss of CRP/CPP control	.03
MAIN LUBE OIL SYSTEMS	**MAX DEDUCTION .20**
MRG Lube Oil Sequencing did not operate per design.	.05
Excessive system lube oil leakage per NSTM 262.	.05
Lube Oil Strainer/filter high delta P.	.02
Lube oil Temp Regulating Valve operated manually.	.02
Unloading Valve not operating per design.	.02
Any Lube Oil System Alarm	.02
Lube oil temp not maintained with parameter.	.02
FUEL OIL SYSTEMS	**MAX DEDUCTION .20**
Fuel oil leaks on service pumps in excess of NSTM 503.	.05
High delta P across Filters/Strainers/Coalescers.	.03
Fuel Oil Header Temperature operated out of parameter.	.02
Fuel Oil Header Pressure out of parameter.	.03
Any Fuel Oil System Alarm.	.02
Fuel system leaks	.05
CONTROLS	**MAX DEDUCTION .15**
Excessive torque split between diesel's of the same shaft.	.05
Torque split between GTE's of the same shaft exceeded 6,000 ft lbs.	.05
GTE torque requirements not achieved or exceeded.	.03
Inop /Out of calibration Torsionometer/computer/sensors.	.01
Spurious SCE system faults/alarms.	.01